

THE PACIFIC  
Commercial Advertiser

WALTER G. SMITH, EDITOR

WEDNESDAY : : : MAY 11

## THE PANAMA CANAL.

The close of the Panama Canal negotiations marks the acquisition of another large strip of territory on the part of the United States, by purchase instead of by conquest. This has been the policy of the American government from the date of the acquisition of the Louisiana Purchase country to the present time. Perhaps some of the territory so obtained resulted indirectly from war, but it has always been the policy to acquire peaceably and by purchase, even such domain as the United States had obtained by right of conquest.

The fruits of these negotiations leading to the acquisition of vast territory is given in the following list:

Louisiana	515,000,000
Florida	5,000,000
Texas	13,500,000
California and New Mexico	15,000,000
Arizona	10,000,000
Alaska	7,250,000
Philippine Islands	20,000,000
Panama Canal	40,000,000
Panama Canal Strip	10,000,000
Total	\$140,750,000

Hawaii might also have been included in the above list, for although annexed to the United States upon the petition of the government of the islands, America yet assumed a debt of \$4,000,000 in taking the control. The acquired property in every case has been a source of great profit to the United States, unless perhaps it be in the Philippines which have yet to demonstrate the wisdom of their acquisition, from a commercial standpoint.

## OPPORTUNITIES IN SISAL.

If it is successfully demonstrated that paper can be manufactured from sisal bagasse, the production of fibre will be one of the most profitable of island industries. With fibre bringing \$105 per ton in the San Francisco market sisal affords handsome dividends without paying attention to by-products. Half of the sisal which now goes to waste in bagasse will be utilized in the manufacture of paper if the experiments to be made on the mainland result as successfully as the crude tests already made by local experimenters. There are thousands upon thousands of acres of rocky land in the Territory, said to be suitable for sisal production, and there are vast possibilities for the future of Hawaii in the new industry which almost from its inception was profitable.

Early tests made with Hawaiian sisal rope demonstrated its superiority to the Philippine product, and while the Manila rope has been constantly deteriorating in strength, the local output has met with more and more favor at the hands of manufacturers. If the vast tracts of government lands now lying idle can be successfully used in the cultivation of sisal, Hawaii stands a chance of approaching the Philippines in quantity of output as well as of rivaling them in quality of production.

A great deal is expected by the sugar interests of the islands from the long-promised trip of Messrs. Koebel and Perkins to Australia in search of a leaf-hopper parasite. Professor Koebel's labors have already been of untold value to the country in the introduction of beneficial insects, and he expects to do a good deal more before he retires from a quarter of a century of entomological service.

Honolulu extends a hearty welcome to the officers and men of Admiral Glass's squadron. With the arrival of the Tacoma and the vessels coming from the Asiatic station, the harbor will be as full of warships as during the holidays last year. Plenty of entertainment is promised for the visitors, with a first-class vaudeville company at the Orpheum, a fine program of sports and the freedom of the city for their own amusements.

The school exhibit prepared for the St. Louis fair is about to find a resting place. It will be forwarded to Boston where the residents of that city can have the opportunity of seeing the results of the work of the missionaries sent out from the New England states many years ago.

The World's Fair travel has begun in earnest. If the thousands of through passengers passing Honolulu every month could be assured of steamship accommodations, hundreds might be induced to stay over for a tour of the islands.

Treasurer Campbell's new plan of making every day a pay day is a good one. There is no reason why government warrants should not be paid off as rapidly as there is cash in the treasury available for the purpose.

If Honolulu can keep up a steady stream of warships such as will visit the port within the next few weeks, there will need to be no further worry about tourist travel.

THE BOOK ABOUT  
GEN. ARMSTRONG

(See) Chapman Armstrong: a Biographical Study. By Edith Armstrong Talbot. New York: Doubleday, Page & Co. Washington: Wm. Ballantyne & Sons.)

It has been claimed that Gen. Armstrong did more to bring about the transformation of the negro and the Indian into useful American citizens than any other one man. Mrs. Talbot's book describes her father's methods, his endeavors and his success. His monument is Hampton Institute, which has been a more potent factor than many imagine in bringing the north and south into friendlier relations than those prevailing at the close of the war. This week at the anniversary exercises of the institute the proceedings were participated in by Gov. Montague of Virginia and Bishop Lawrence of Massachusetts, members of the Virginia co-operative educational commission and prominent New England educators.

Mrs. Talbot's story of her father's life is not only an entertaining narrative, but a source of encouragement of high endeavor. In founding Hampton Institute General Armstrong had high ideals and well defined plans. He lived to see his ideals attained and his plans realized. For twenty years, from 1870 to 1890, he had a practically continuous struggle; he encountered innumerable obstacles cheerfully, almost gallantly, and he never despaired. Unlike many another fighter he never had his times of depression when the fight hardly seemed worth waging. While as an educator General Armstrong held a high rank, it is as a builder of character that he will be long remembered. Booker T. Washington, principal of Tuskegee Institute, was a student at Hampton Institute in its earlier years, and, as Mrs. Talbot says, received the baptism of General Armstrong's spirit, and has since his graduation carried on a similar work. He has written for Mrs. Talbot's book his estimate of General Armstrong's task, which is worth quoting. He says:

"As I have often heard him explain his theory of industrial education—both to me personally and to the school—when I was a student at Hampton, I think I might state his objects briefly as follows:

"First. He was anxious to give the colored people an idea of the dignity, the beauty and civilizing power of intelligent labor with the hands. He was conscious of the fact that he was dealing with a race that had little necessity to labor in its native land before coming to America, and after coming to this country was forced to labor for 250 years under circumstances that were not calculated to make the race fond of hard work.

"Second. It was his object to teach the negro to lift labor out of drudgery and toil by putting thought and skill into it.

"Third. He saw that through the medium of industrial education he could bring the two races in the south into closer relations with each other. He knew that in other matters there were differences which it would take years to change, but he knew that industrially the interests of the two races were identical in the south, and that as soon as he could prove to a southern white man that an educated skilled negro workman was of more value to the community than an ignorant, shiftless one, the southern white man would take an interest in the education of the black boy.

"Fourth. Through the industrial system at the Hampton Institute it was his object to give the students an opportunity to work out a portion of their boarding expenses. In this way he meant to prevent the school becoming a hotbed for producing students with no power of self-help or independence. I have often heard him say that the mere effort which the student put forth through the industries at Hampton to help himself was of the greatest value to the student, whether the labor itself was of much value or not. In a word, he meant to use the industries as a means of building character—to teach that all forms of labor were honorable and all forms of idleness a disgrace."

In closing his estimate, Prof. Washington remarks: "It is seldom in my opinion that one individual has had the opportunity through a single idea to revolutionize the educational thought and activity of so large a proportion of the world as has been true of the founder of Hampton."

An old acquaintance of Edison's seeking employment secured a note of introduction from the inventor to the assistant general manager of the telegraph company. "My Dear Sir," the note ran. "This will introduce Mr. ———, Edison." The man was so proud of it that he never presented it for fear it might pass from his hands for ever.

John D. Rockefeller has introduced a novelty at his Lakewood golf links in the shape of little girl caddies. Mr. Rockefeller always has a plenty of caddies, and for a time after his return from the south he employed four boys, two to carry his large assortment of clubs and two to chase the balls. The boys failed to perform their duty properly. Hence the girls.

Secretary Shaw is planning a western trip as soon as Congress adjourns. He expects to go to the Pacific Coast, and in addition to visiting San Francisco will run northward to Puget Sound and south to Los Angeles. He will probably make a few speeches, but explains that, of course, the tour is not in any sense a political one.

Senator Washburn of Idaho, N. B., who is over 100 years old, journeyed to Ottawa last week to resume his senatorial duties. He is the oldest legislator in the British empire, and recently received the congratulations of King Edward upon the attainment of his one hundredth birthday.

## A STORY.

Once upon a time there lived a man who owned a beautiful house with all modern improvements, including an excellent system of sewerage and sanitary plumbing. I cannot give his exact address, but it was somewhere in the Western Hemisphere. The house was so located and of such dimensions that the owner could conveniently use it both as a residence and business place. The only dark point on the horizon was that all doors belonged to another fellow. The owner was perfectly free to enjoy the possession of his property, but every time himself or his friends or customers wanted to get in or out of the house or pass from one room to another they could not do it without paying a somewhat arbitrary toll at the discretion of the owner of the doors. The result of it was that both customers and friends have found the association with the happy owner of the house somewhat inconvenient and rather expensive. Indeed, he found it so himself, when, after figuring, it was discovered that the sum total of fees paid for the use of the doors was several times over the rental value of the whole house.

He scratched his head, lit a cigar and went to have a talk with the owner of the doors, offering to buy him off. "I am sorry, my friend, but the property is not for sale."

Then he made another proposition: to fix some reasonable toll for a period of time, which proposition the other fellow also respectfully declined, bitterly complaining of hard times and the high cost of living with his numerous family.

"Well, sir," replied the owner of the house, "if you are such a hog, I will be d-d if I do not fix you mighty quick!" And he fixed him in one night. How he did it is a secret to be discovered by the Honolulu Board of Commerce, and many other parties in trouble in the United States.

DR. N. RUSSEL.

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W. MATLOCK CAMPBELL—Office 1634 Young street.

## ATTORNEYS.

HENRY E. HIGHTON—Attorney-at-Law. Southwest cor. Fort and King.

## ENGINEERS.

ARTHUR C. ALEXANDER—Surveyor and Engineer. 406 Judd Bldg.; P. O. box 732.

J. S. EMERSON, Surveyor to the Court of Land Registration, solicits private work. P. O. address 802, Spencer street. 6737

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## TYPEWRITERS.

BOUGHT, sold, rented and repaired at Remington Typewriter office, Hotel St.

## To Whom It May Concern:

I herewith give notice that the American Schooner "Borealis" has arrived from Newcastle, N. S. W., and has completed entry at Customs this date; she is now ready to deliver her cargo of coal as per terms and conditions of Charter Party.

(Signed) H. SAMUELSEN, Master of Am. Schr. "Borealis." Honolulu, H. T., May 7th, 1904. 6737.

F. T. P. Waterhouse A. Waterhouse

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